

## 2.0 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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Table 2-1 Issues With No Adverse Impacts

<b>Introductory Note:</b> As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.	
<b>Growth</b>	The project would not result in any direct growth-inducing impacts, because no development is tied to the construction of the widening, ramp improvements, and intersection improvements. The Build Alternative would not expand an essential public service and would not require public services once operational. The Build Alternative is not considered growth inducing with respect to removal of an impediment to growth and economic growth.
<b>Parks and Recreational Facilities</b>	<p>There are no parks and recreation facilities within the project study limits. Three parks are located within a quarter-mile of the project area; Fairmont Park, Dan Foley Community Park, and Camino Alto are each 0.2 miles from the project area. Given the distance between the project area and these parks, no direct or indirect effect from the project construction would occur. In addition, the Build Alternative would not increase population in the area and therefore would not result in an impact to existing parks and recreational facilities in the project area.</p> <p>Section 4(f) resources include publicly-owned parks, recreational areas, and wildlife refuges. Additionally, historic sites on or eligible for the <i>National Register of Historic Places</i> and archaeological sites on or eligible for the <i>National Register of Historic Places</i> and which warrant preservation are protected. There are no parks present in the project area or vicinity that are protected under 4(f). As mentioned above, the closest park is within 0.2 miles of the project area, and is the closest 4(f) resource. There are no historical sites, or wildlife refuges on or near the project area. Therefore, the proposed Build Alternative would have no impact on these resources.</p>
<b>Coastal Zone</b>	The Build Alternative is not located in the Coastal Zone. As such, no coastal resources would be directly affected by construction or operation of the Build Alternative.
<b>Wild and Scenic Rivers</b>	The Build Alternative is not located near any rivers designated as part of the National Wild and Scenic Rivers System. The closest designated river, the American River, is over 50 miles away. As such, no wild or scenic rivers would be directly affected by construction or operation of the Build Alternative.

<b><i>Issues With No Adverse Impacts, continued.</i></b>	
<b>Farmlands/Timberlands</b>	There is no land used for, designated as, or zoned as agricultural or timberland in the project area. <sup>1</sup> The project area is made up of residential and commercial uses, with surrounding uses that include public facilities and other planned developments. There are lands used for grazing purposes to the east of the Build Alternative, but it is physically separated from the project area by several freeways and commercial and residential developments. Therefore, no farmland or timberland would be affected by the Build Alternative.
<b>Utilities</b>	The Build Alternative is a transportation improvement project, and would not directly increase in the number of residences within the project area. . Therefore, there would be no increase in demand to water, wastewater, or electrical and natural gas services, and utility services in the project area would not be disrupted as a result of project construction or operation. Additionally, the Build Alternative would not conflict with any utility facilities in the project area, and no utility relocations would occur as a result of the project. As such, there would be no utilities affected by the Build Alternative.
<b>Emergency Services</b>	<p>Police protection within the project area is provided by the Vallejo Police Department and the California Highway Patrol. Fire protection is provided by the Vallejo Fire Department. No property of emergency providers would be acquired or used for the Build Alternative. Project implementation is anticipated to reduce congestion, thereby improving safety for motorists and maintenance workers. The reduction in congestion would help emergency crews reach their destinations faster.</p> <p>Project construction may result in a temporary increase in localized delays and congestion at some locations within the project area. These impacts are considered temporary and are not expected to adversely affect emergency services. Further, a detailed Traffic Management Plan (TMP) would be developed to minimize potential traffic delay impacts that construction activities would have on the traveling public and emergency services.</p>
<b>Energy</b>	The Build Alternative involves no planned use of natural resource beyond fuel and energy needed during construction activities. Furthermore, the Build Alternative would help reduce wasteful energy consumption by improving operations and alleviating congestion. When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the Build Alternative would not have substantial energy impacts.

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<sup>1</sup> Department, 2012c.